484 It is four days journey from Shibam to Husn al 'Abr and five days from Husn al 'Abr to Nejran.

485 Routes from the coast are well provided with *siqayas*, or public fountains, near villages, and *qarifs* and *naqbas*, artificial pools and cisterns for rain-water, in the desert places. There are also of course many natural springs and water holes in the wadis. There are *muraba'as* (rest houses, called *madharab* in the low country and *sira* in the upper) at intervals approximately of a few hours' journey all over the principal routes crossing barren country. There are no definitely appointed stages, but caravans halt at places where they can graze and water their camels. They travel an average of six or seven hours a day.

487 From fifty to fifty-three thousand camels leave the camel park
489 called Therb outside the west gate of Mukalla every year for the interior. From Shihr the number is from 30,000 to 32,000. These figures include 5,000 to 8,000 in the former case and 2,000 in the latter of camels carrying food for the camel-men. Camels for this purpose are provided at the rate of about two to ten loaded camels.

Departures from and to the coast take place almost daily except during the month of Ramadhan. During that month caravans leave Mukalla and Shihr in order to arrive at their destinations by the feast day. Departures from and arrivals at Shibam for and from the interior are not so frequent.

From four hundred to a thousand loaded camels a month enter Shibam alone from the coast. It is estimated that a thousand annually come from San'ā in three or four caravans, but, as stated elsewhere, there is an increase if there is a demand.

An estimate given of the number of camels from other parts of the Protectorate and other parts of the Yemen is fourteen caravans of 1,000 camels each arriving mostly during the winter and spring. Caravans from Nejran are rare.

494 The 1934 fares from Mukalla to Du'an were as follows:—

484
435 1. By donkey, *watā* and *'aser*, that is to say, riding over level country and over the rough and hilly places, standard rate, 15 to 16 dollars, but with variation according to weight, the limits each way being from 12 to 20 dollars.

2. By donkey, *watā*, i.e., riding only over the level country, standard fare, 10 to 11 dollars with limits according to weight of from 8 to 15 dollars.

Each passenger is allowed free transport of up to three *frasilas* (1 *frasila* = 20 lb.) of food.

3. By camel, *watā* and *'aser*, 10 dollars.

4. By camel, *watā*, 5 dollars.

There is no allowance for weight by camel but there is a free allowance of up to three *frasilas* of food.

The freight rates are: By camel, 10 dollars for 1 *bahar* of 20 *frasilas*; by donkey, 1½ dollars a *frasila*.

1: Ingrams G-5 (1934-35)1936 MM2 Hadhramaut MM2

Besides the payment of fares, rations have to be provided for the men at the rate of one man for one animal in the case of donkeys, and one man for up to three animals for camels. For donkey-men the rations cost from ½ to 1½ dollars a head according to whether they eat with the passengers or not. For camel men the cost of the rations is 2 dollars a head as they take eight days over the journey instead of six.

Other normal fares are: Shibam to Ba Rumeidan 5 dollars a camel, the normal fare, but I was asked 25 dollars a camel, 5 dollars for the *muqaddam*, and 30 dollars for the Beduins' broker to accompany the caravan. Tarim to Seihut 20 dollars a camel. This route necessitated two *siyaras*, each costing 10 dollars, and a Seiyid who had to be given 60 dollars.

The Du'an route is worked by the Marāshida and Khāmā. The Wadi Leisar route by the Hālka, and the Wadi al 'Ain route by the 'Awābitha.

Motor Transport.

The following tracks are passable and regularly used by cars:—

	Miles.
Mukalla—seashore—Wadi Tifat—Landing ground—Fuwwa	9
Mukalla—shore—Wadi Mubekha—Sherij Bashhar—Wadi Tifat—Fuwwa—Lermi—Kherba	15·2
Mukalla—along the shore—Hali	12
Mukalla—Manawarih—Sherij Bashhar—Fuwwa—Lermi—Kherba	16·75
Mukalla—Dis al Mukalla—An Naq'a—Baqrein—Bakezebur	4
Mukalla—Dis al Mukalla—An Naq'a—Wadi Seded—Wadi Rukub—Buweish—Wadi al Feleq—Reida landing ground—Wadi Huweira—Shiheir—Wadi Ghasam—Gheil Ba Wazir	33·6
Mukalla—Khalf—Ras Mukalla—shore—Shihr (this route passes close to Shiheir and is an alternative route to Gheil Ba Wazir from either Mukalla or Shihr)	42·1
Mukalla—Dis al Mukalla—An Naq'a—Bīr Ba Zambur—Harshiat—Tila as Sufia	10·4
Shihr—Dufeigha	2·7
Shihr—Wadi Rahba—Tubala	5·6
Shihr—Wadi Karangahem—Habis—Gheil Ba Wazir (to Habis 12 miles)	24
Shihr—Dis—Ras al Qarn	
Shibam—Hauta (al Qatn)—Haura—Meshhed—Hajarein	
Shibam—Hedhira—Hauta (Al Qatn)—Farudh—Henin (this route continues to Hureidha)	25

1: Ingrams G-5 (1934-35)1936 MM2 Hadhramaut MM2

cars and actually there are more cars in Kathīri territory than the rest of the Hadhramaut put together.

Shihr is the principal port for the Kathīri country and Tarim is almost exclusively supplied from it. Seiyun is reached indifferently from Shihr-Tarim or Mukalla-Shibam. Shibam is an important market for the Kathīris who depend on it for their daily requirements of grain, coffee, timber, salt, cotton, almonds, raisins, and ghee.

There is no landing ground in Kathīri territory.

CHAPTER XXII.

THE SHENAFIR CONFEDERATION.

The strength of the Shenafir Confederation has been variously estimated at 4,470 armed men, at 7,650 armed men and at 20,000 souls. The total number of the Shenafir and their followers, excluding Nahd and Sel'ar, is said to be 8,720 armed men. The following is a description of the tribes of the Confederation.

Āl Kathīr.

Clan.	*Section.*	*Sub-Section.*	*Places.*	*Nos.*	*'Aqil.*
Al 'Umar	—	—	As Salil Haju, Wadi Bin 'Ali, Wadi Ghanima, Wadi Ser, Wadi Farā and Dhoilam	—	—
	Āl Tālib				Sālim bin Ja'fer and Bedr bin 'Aidha.
		Āl Mar'i bin Tālib.	Jifil	220	
		Āl Ja'fer bin Tālib.	Ash Sh'ib, (Qarīū).	120	
		Āl 'Umar bin Tālib.	Bā Raf'a	35	
		Āl 'Umar bin Sa'id.	Al Wajīr	40	
		Āl Bin 'Aun	Near Al Ghurfa	20	
		Āl Bin Mahraq	Near Al Hauta	10	
	Āl Falhūm				'Āmr bin Ja'fer Balfaa.
		Āl al Fās	Yarqaq near Al Ghurfa.	80	
		Āl al 'Ās	Yarqaq	15	
		Āl Fabeitha	Al Hāwī	25	
		Āl Barqī	Al Hōl	20	
		Bin Kahīl	do.	10	
		Bin Tanfira	Near Al Hauta	6	
		Bin as Samīl	An Neid	15	
		Āl Wi'l	Al Hauta	17	
	Āl 'Umar bin Bedr.	Bin 'Umar bin Bedr.	Al Ghīyel	25	
		Bin Mahrī	Yarqaq	40	
		Bin Bedr bin 'Abdulla	An Neid	15	
		Bin ash Shein	do.	50	

14: van der Meulen T-4 (1931) 1932 MM2 Hadhramaut MM2

On the 19th of May we reached Horēda, the tribal village of the family al-'Attās, where we had a fine reception. Horēda can thank the wealth accumulated in Java and at Singapore for its beautiful houses and mosques. There is a large number of Dutch subjects there, and so many of them speak Malay that one even frequently hears it spoken on the streets.

On the 20th and 21st of May we remained at Horēda. The mosques and schools were carefully examined, and some short excursions were made in that neighborhood.

Horēda lies in the Wādī 'Amd, which branches off from the main *Wādī* of Hadramaut, to which we now returned, leaving Horēda on the 22nd of May. Bin Marta' from Soerabaya, a large dealer in building materials, took us in his auto, which was the first that ever came to Horēda, to the place where he lives, Hēnan. It was a difficult task among the endless sand-hills to find a track on which it was possible for the auto to travel, and when a sandstorm came up we had to flee to the Diyār-āl-Buqri, certain high castles in the midst of the broad sandy *wādī*, which were the center of a warfare which had been going on there for years. The fighting captains and their soldiers received us very well; they appear to have close family relationships with Java. Elsewhere, in a description of the political situation, I will deal minutely with the Diyār-āl-Buqri and their inhabitants. Hēnan is a little place which is lost in the sand. By installing a motor pump, our friend Bin Marta' is trying to arouse his village to new life.

On the 23rd of May, Bin Marta' took us in his auto to al-Qatn, the residence of the sultan of Shibām. We were here once more in the āl-Qa'ētī jurisdiction. At al-Qatn the Wādī Hadramaut changes completely, and beautiful date-palm plantations begin here. In the shadow of these palms lie the luxurious green *dhura* fields (maize). The sultan did not appear to be at al-Qatn, and we were received by a member of the family. Through a severe sandstorm we drove on to Shibām, the

1933. In these last eighteen months however, and particularly during the last winter, the number of visitors, official and otherwise, runs into over one hundred, in fact, into several hundreds if naval visitors and tourists on the coast are included, for Mukalla has recently had the fresh experience of seeing bus loads of tourists from steamers driving through its street.

The more frequent and more intensive incursion of European visitors is of course in itself a great contrast with the recent past, but I think that the contrast which most strikes visitors who have returned to the country in the past year is the comparatively peaceful conditions which now prevail. Little more than a year ago every Badawin and tribesman in the country carried his rifle with him, even to walk across the street. Blood feuds were widespread, and even harmless travellers of the unarmed classes were at times likely to lose not only their property but their lives. Travellers by motor car had to take with them an escort when passing from village to village. In places there were extensive systems of trenches to pass from the villages to the fields, and I know of people who have spent as much as twenty years without getting beyond their own doors.

Now however all this has passed and it is comparatively rarely that you see a tribesman carrying a rifle, indeed many of them do not even carry the *jambiyas* or curved daggers which are almost as much a part of their dress as a walking-stick was of ours. How all this has come to pass is more a matter of the history of the Hadhramaut than its geography, but I should simply like to say that it was largely through the will of the people who have a genuine desire for peace and for the following of peaceful pursuits.

This new peace has resulted in a much greater contact between tribes and between different parts of the country and has made possible a great extension in communications. Eighteen months ago there were about half a dozen motors on the coast and about sixty in the interior, carried up by camels. By the completion of the Al Kaf road Tarim has been linked with Shihr and passenger-carrying lorries ply almost daily between the coast and the interior. When I left the country a couple of months ago there were at least two hundred motor vehicles in it and every ship was bringing one or two. Many more car tracks have been made and cars now go to almost all parts of the Hadhramaut, westwards to Al 'Abr and eastwards to As Som as well as up or down branch wadis. The Mukalla Government is also constructing another remarkably good motor road to the Hadhramaut which is being built northwards from Mukalla and southwards from Du'an. Something over 20 miles of the former and 10 of the latter had been completed when I left; about 60 miles remains to be done, of which the greater part is over the flat *jols* and offers no particular difficulties of construction. Starting from Mukalla you can now motor at least 300 miles in the Hadhramaut without recrossing your tracks, and there are over 500 miles of tracks altogether.

The possibilities of air transport have also been greatly improved. There were, eighteen months ago, eight landing-grounds in the five Sultanates in the eastern part of the Protectorate of which only three, Mukalla, Shibam, and Qishn, were used at all frequently. New landing-grounds have been constructed at Tarim, Seiyun, Hureidha, Al 'Abr, 'Azzan, Balhaf, Risib,

18:Ingrams G-3 (1934-36)1938 MM2 Hadhramaut MM2

we first went up there they charged us two dollars for every skin of water we took and a dollar for four coconuts, which we were reduced to buying as we had no other food and were stuck for a couple of days waiting for cars from the Hadhramaut. On that first visit one very nearly shot me for trying to take his photograph, but now he is more than ready to pose. During the two nights we were waiting for cars the Ba Hasanis were a little nervous as they had murdered some one shortly before and were expecting an attack, so we had to build rough stone forts. When we had lent a hand we suggested that we should be paid for our labour as they had charged us for everything, but they did not like the idea and spent the night on sentry go droning monotonously to keep themselves awake. One good lady of the Ba Hasanis dresses as a man with dagger and all, and likes to be called Sheikh Salim. She is the only one of the women who does not veil. The habit of veiling varies a lot through the different tribes of the Hadhramaut and quite a number of them go uncovered.

When the peace was established it became possible to complete the Al Kaf road and it was opened by Sir Bernard Reilly in July last. It is now a toll road administered by a Board and half its revenue is being accumulated for capital works and improvements and half is being spent on maintenance. The maintenance expenditure is becoming very heavy as the daily buses do a lot of damage. The fees for the use of the road are designed not only to give revenue but also in conjunction with minimum fares to protect the Badawin camel traffic. Indeed goods are not allowed to be carried by road unless they are perishable, too heavy for camels, or urgent, in all of which cases the freight charged has to be higher than that which would be charged for camel transport.

It is about nine and a half to ten hours' solid driving from Shihr to Tarim, though of course one usually stops for a meal and that makes it about twelve hours. After leaving Ma'adi the road runs along the well-named Jol al Fiqra or Backboned Plateau, a ridge from which magnificent views to the sea 20 to 30 miles away and over deep wadis are obtained. After that the scenery tends to become monotonous, particularly when you have done the drive a dozen times or more, as it dodges endlessly round flat topped hills and wadi heads, and after the *'aqaba* of Ma'adi the remaining 130 miles or so are a series of levels from which you climb or descend by quite modest hills. Two hours on from Ma'adi you come to Reidat al Ma'ara, the country of the Ma'ara tribe, a collection of small scattered villages in country intersected by shallow wadis which offer some chance of cultivation. There are some wells, but the people depend very largely on *qarifs*, open water-holes built to collect the rain-water. The Ma'ara, who are friendly folk, are also distantly related to the Hamumis. They never give any trouble though there are one or two of them who are terrific litigants, and are always coming to see me in Mukalla or the Hadhramaut about cases which I have had investigated by several independent tribunals with invariably the same result. Most of these squabbles are land squabbles and that is a source of the greater part of the litigation in the Hadhramaut.

Reida is the place where one generally stops for lunch, as it is very nearly half way. The pleasantest place I think is under a tree near one of the *qarifs*,

4:Serjeant-Qaro date)1942 ML1 Yemen ML1

H there are still slaves in the Hadhramaut but MM2
557 sweeper class, they are not untouchables. unlike the
The Arabian attitude toward the slave is not unkind: the slave has certain customary rights, and is better fed and clothed than many who are free.

Y These mountaineers hardly resemble the
142 Arab of popular imagination, nor do they wear headbands and flowing robes. The Yemenite Arabs are usually of slight stature, dark-skinned and beardless, though there are so many types that it is impossible to generalize.
000 They are a charming people, and civilized. Their condition would be much improved had they lasting peace and good government, though the complete opening-up of the country to outside influence and commerce would spell disaster for an economic system which has worked with success for two or three thousand
Y years. To an ever-increasing degree the Pro-
H tectorate and South Yemen have become
A economically dependent on the port of
167 Aden. Labour is drawn from the up-country
464 villages. The villager will go to Aden and
465 earn £1 : 10 : 6 a month at coolie work, live on 7s. 6d. out of that sum, and save the rest
A to return to his village. There he will remain
162 until necessity drives him to earn more. A large proportion of the inhabitants of Aden must be composed of these floating elements of population.

Internally the motor-lorry has made com-
H munications between the towns much easier;
● 494 the aeroplane, too, has made a difference
509 to the Protectorate and is a familiar sight in
178 some places. It is now possible to control areas with a handful of planes where formerly thousands of ground troops were necessary to penetrate.

Y
346

R. B. Serjeant

The Turkish mosque in San'a, capital of the Yemen

P 72 (B)

5:Gt. Brit. . Colonial Office G-3 (1947) 1949 MM1 Aden
Hadhramaut MM21

date the Dathina Unit, and a portion of the Amiri force, attended a course of instruction in Headquarters. It was not possible to make a start in the training of Tribal Guards until the alteration referred to above had been finished in the camp, and it is hoped to continue these courses in the future.

Posts

Detachments of Government Guards were stationed in the following districts :

Dathina : Mudia, Am Quleita, Am Khudeira.
Abyan : Jaar, Al Husn, Ba Teis.
Subeihi : Tor al Baha, Am Farsha, Am Riga.
Dhala : Safra, Dhala and Jihaf.
Beihan : Nejd al Mezar, Beihan, Asylan.
Ahwar : Ahwar and Masana.

Apart from operations against Ami Haidara in February the Government Guards were not engaged in any military action throughout the year. On several occasions it became necessary to send reinforcements to districts to meet emergencies, the most notable being the despatch of a strong force to Abyan in the summer months to protect the Agricultural Department's scheme against sabotage by followers of the Lower Yafai Sultan.

Following the murder of the Political Officer, Northern Area, a detachment of Government Guards accompanied the force sent to investigate the case and later completed a march through southern Amiri territory.

No casualties were suffered during the year.

In the Eastern Aden Protectorate, security is primarily a responsibility of the states themselves, but it is still necessary to provide additional security forces. The Hadhrami Bedouin Legion under the control of the British Agent performed their security functions with credit.

PRISONS

There is no recognised Prisons Service in the Western Aden Protectorate. Chiefs of states have their own state prisons which are supervised by the political staff.

Chapter 10 : Communications

In the Western Aden Protectorate road communications remained difficult, although motor transport continued to operate to Taiz and Hodeidah.

In the Eastern Aden Protectorate in February British Overseas Airways Corporation closed the Karachi route which they had been using from Aden, via Riyan. This caused some dismay in Mukalla, where there is

6:Gt. Brit., Colonial Office G-3 (1948) 1950 MM1 Aden
Hadhramaut MM2

PRISONS

There is no recognised Prisons Service in the Western Aden Protectorate. Chiefs of States have their own state prisons, which are supervised by the political staff. 697

Chapter 10: Communications

In the Western Aden Protectorate increasing use is being made of motor vehicles throughout the Protectorate, and, although no first-class roads exist, regular traffic is maintained on the following routes: 494

			Miles
Sheikh Othman	to	Lahej	16
„ „	„	Tor al Bahar	64
„ „	„	Musaimir	61
„ „	„	Dhala	88
Aden	„	Zinjibar	40
„	„	Ja'ar	50
„	„	Al Husn	56
Zinjibar	„	Dirjaj	17
„	„	Sheikh Abdullah	6
„	„	Shuqra	30
Shuqra	„	Am Surra	30
„	„	Lodar	50
„	„	Mudia	68
„	„	Am Quleita	78
„	„	Ahwar	76
„	„	Irqa (E. Aden Prot.)	48

A regular air service by B.O.A.C. was maintained during the summer months between Aden and Mukeiras, mainly for transporting vegetables for the Aden Market. Other existing landing grounds, which are used only by the Royal Air Force, are situated at Shuqra, Ahwar, Lodar, Dhala and Beihan. 509

In the Eastern Aden Protectorate B.O.A.C. resumed its services in the spring, but suspended them again in November. Ethiopian Air Lines ceased operating in the spring when their licence expired. There was still no regular steamer service, although the number of weird craft passing as steamers which called at Mukalla increased considerably.

Chapter 11: Geography and Climate

SITUATION AND AREA

The Aden Protectorate which can be more conveniently described administratively and geographically by dividing it into two areas, the Western and Eastern, has a total superficial area of about 112,000 square miles. It is bounded on the east by the western boundary of the Sul- 131 [631]

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden
Hadhramaut MM2

653 Their chief function is the construction and maintenance of state buildings and roads throughout the territories. In the main towns in the Qu'aiti State the department is responsible for the upkeep of the conduits bringing in water from springs outside. All air landing grounds, except Riyan, are maintained by the Public Works Department of the two States.

Chapter 10: Communications

WESTERN PROTECTORATE

494 Increasing use is being made of motor vehicles. These are for the
491 most part driven along sandy beaches, dry river beds or across open desert, but in some places tracks have been improved and in a few cases new roads cut through difficult country. Nearly all roads are extremely rough and surfaces are rarely repaired.

The following routes are open for motor traffic :

	Miles
Sheikh Othman to Lahej	16
" " " Tor al Bahar	64
" " " Museimir	61
" " " Dhala	88
Aden to Zinjibar	40
Zinjibar to Ja'ar	6
" " Al Husn	16
" " Dirjaj	17
" " Sheikh Abdulla	6
" " Shuqra	30
Shuqra to Am Surra	30
" " Lodar	50
" " Mudia	68
" " Am Quleita	78
" " Mahfid	145
" " Habban (Eastern Protectorate)	195
" " Said	196
" " Nisab	253
" " Beihan al Qasab	373
" " Ahwar	76
" " Irqa (Eastern Protectorate)	124

509 A regular air service by Aden Airways is maintained between Aden
712 and Mukeiras. Other landing grounds, which are used only by the Royal Air Force, are situated at Shuqra, Ahwar, Lodar, Dhala, Beihan, Qoban (Upper Aulaqi Sheikhdom) and Sah (Upper Aulaqi Sultanate).

492 Where no motors can yet penetrate, the traffic of the country is carried on camel caravans which still travel to Aden in large numbers ; in the more mountainous districts small donkeys are employed for both passengers and goods.

205 There are no post offices in the Western Protectorate.

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden

 Hadhramaut MM2

EASTERN PROTECTORATE

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494
509
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The following roads exist :

	Miles	
Mukalla to Sai'un (East Road) . .	180	
" " Sai'un (West Road) . .	200	
" " Western Protectorate boundary	140	(partly on the beach)
" " Museina'a (near Mahra border)	80	
Various branch roads	200	
	800	miles

No licensing system has yet been introduced into the Eastern Protectorate States. The number of vehicles on the roads, including Residency and State owned, is approximately 170.

The main airport is at Riyan which is an R.A.F. station. Landing grounds exist at Qatn, Ghuraf, Gheil bin Yumein, Al Abr, and Asakir.

Aden Airways run a twice weekly service from Aden to Riyan with extensions to Qatn and Ghuraf in alternate weeks. The Ghuraf strip is also frequently used for private charter flights.

There are two post offices in the Eastern Protectorate, at one of which money order business is transacted. There are also 21 postal agencies.

Cable and Wireless Ltd. operate a telegraph service at Mukalla and Sai'un.

30: Gt. Britain G-5 (ca. 1918) 1920 MJ1 Saudi Arabia
Hadhramaut MM2

Irrigation is almost entirely artificial; neither the rains nor the variable streams are in general adequate to this purpose, and watering of the soil is mainly carried on from wells. These may be sunk practically everywhere in the valleys. As in many other parts of Arabia, the water is drawn up in a leather hoist by animals, usually cows, attached to a cord which passes over a pulley supported on wooden struts; the water thus obtained is received in a large wooden trough whence it is spread over the land by means of little runnels.

Cattle-rearing is the principal occupation of the Bedouins. Camels and donkeys are reared for transport purposes; sheep for killing and for milk; cows only for milk and irrigation work; oxen exclusively for ploughing. Horses are very rare and are considered as animals *de luxe*. Bees are numerous, and much honey is produced. The wild animals most largely found are the rabbit, gazelle, wild goat, jerboa, hyena, hedgehog, a large species of lizard (permitted as food to Mussulmans), and the panther, wolf, and monkey (not permitted as food).

Trade and Commerce

The only ports of importance commercially are Makalla (see p. 232), Shiheir (see p. 232), and Seihūt (see p. 230), and even at these the trade carried on is purely coastal, with the near coast of Africa, the Red Sea, the Persian Gulf and the southern coast of Arabia, and above all with Aden and Muscat. Trade by caravan is carried on from these ports with the whole of the interior of the Hadhramaut and with the southern Arabian littoral as far as Yemen on the west and Oman on the east. Burūm (see p. 233) and Quséi'ir are small fishing villages.

There are no made roads; the routes follow the courses of the wādis or natural paths. Transport by wheeled vehicles is impossible everywhere; all is carried on by camels or donkeys. It is, however, relatively cheap; e. g. a camel from Shiheir or Makalla to Seyyūn costs only 5 florins in the good season; in summer, when forage is scarce, it is higher, but never above 10 florins.

The chief exports are dates, stuffs dyed with indigo, a superior quality of wheat, and honey; smaller exports are shells and fins of fish, the latter exported to India and China. Imports: wheat, butter, coco-nuts, coffee, sugar, rice, cotton and cotton stuffs, pottery, bars of iron and worked iron, sesame oil, petroleum, and tin-ware.